

MONTCLAIR POLICE DEPARTMENT

POLICY & PROCEDURES



SUBJECT: PURSUIT AND FORCIBLE STOPPING GUIDELINES

EFFECTIVE DATE: 7/8/2016

NUMBER OF PAGES: 16

ACCREDITATION STANDARDS: 3.5.2, 3.5.3

BY THE ORDER OF:
Chief of Police Todd M. Conforti

PURPOSE The purpose of this policy is to establish this department's policy and practices concerning vehicle pursuits. It is important to secure a balance between protecting the lives and safety of the public and police officers and law enforcement's duty to enforce the law and apprehend violators.

POLICY It is the policy of the Montclair Police Department to utilize procedures that are consistent with those provided by the New Jersey Attorney General's guidelines and Essex County Prosecutor's directives. Citizen and officer safety is the paramount consideration.

Because it is impossible to anticipate every possible circumstance, this policy is intended to serve as a guide for police officers in the use of discretion regarding matters relating to vehicular pursuit.

Rigorous compliance with this policy should help to mitigate life-threatening situations for members of this department and the citizenry at large, and should help sustain the general health, safety and welfare of the community. It will further help promote public confidence in the police department.

Deciding whether or not to pursue a motor vehicle is one of the most critical decisions made by law enforcement officers. It is a decision that must be made quickly and under difficult and often unpredictable circumstances. In recognition of the potential risk to the public safety created by vehicular pursuits, no officer, supervisor, or commander shall be criticized or disciplined for a decision not to engage in a vehicle pursuit or to terminate an ongoing vehicular pursuit based on the risk involved, even in circumstances where this policy would permit the commencement or continuation of the pursuit.

The Essex County Prosecutor's Office Fatal Accident Investigation Unit shall be immediately notified if a collision resulting in death or serious injury occurs during the course of a police pursuit.

PROCEDURES

I. DEFINITIONS

- A. Attempt to close distance is an action by law enforcement officers to close the distance gap between the law enforcement vehicle and the violator vehicle. The use of audio and visual emergency equipment has not yet been employed at this phase.
- B. Authorized tire deflation device is a device designed and intended to produce a controlled deflation of one or more tires of a pursued vehicle.
- C. Avenue(s) of escape is a gap in a roadblock that requires the violator to decrease the vehicle's speed to permit them to bypass the roadblock.
- D. Blocking vehicle is a motor vehicle, often a law enforcement vehicle, which is placed perpendicular to a roadway or angled in such a way as to create a roadblock.
- E. Boxing in is the surrounding of a violator's moving vehicle with moving pursuit vehicles that are then slowed to a stop along with the violator's vehicle.
- F. Divided highway is a road that includes a physical median between traffic traveling in opposite directions.
- G. Employee shall mean everyone employed by the Montclair Police Department, including sworn, non-sworn, and special law enforcement officers.
- H. Heading Off is an attempt to terminate a pursuit by pulling ahead of or towards a violator's moving vehicle to force it to the side of the road or to otherwise come to a stop.
- I. Law enforcement officer (officer) is a sworn police officer employed by the Montclair Police Department, including special law enforcement officers.
- J. Paralleling – street paralleling is driving a police vehicle on a street parallel to a street on which the pursuit is occurring.
- K. Paralleling – vehicle paralleling is a deliberate offensive tactic by one or more patrol vehicles to drive alongside the pursued vehicle while it is in motion.
- L. Pursuit driving is an active attempt by a law enforcement officer operating a motor vehicle and utilizing emergency warning lights and an audible device to apprehend one or more occupants of another moving vehicle when the officer reasonably believes that the driver of the fleeing vehicle is aware of the officer's attempt to stop the vehicle and is resisting apprehension by increasing vehicle speed, ignoring the officer or otherwise attempting to elude the officer.
- M. Roadblock is a restriction or obstruction used or intended for the purpose of preventing free passage of motor vehicles on a roadway in order to effectuate the apprehension of a violator.
- N. Standard of due care: N.J.S.A. 39: 4-91 sets forth the standards of right of way for emergency vehicles that reads in part:

“...This section shall not relieve the driver of any authorized emergency vehicle from the duty to drive with due regard for the safety of all persons, nor shall it protect the driver from the consequences of his reckless disregard for the safety of others.”

- O. Supervisor is a sworn police officer, who by virtue of rank or assignment, is responsible for the direction or supervision of the activities of other sworn police officers, typically the duty patrol supervisor or watch commander.
- P. Unit – primary unit is the police vehicle that initiates a pursuit or any unit that assumes control of the pursuit as the lead vehicle (the first police vehicle immediately behind the fleeing suspect).
- Q. Unit – secondary unit is any police vehicle that becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.
- R. Vehicle contact action (ramming) is any action undertaken by the pursuing officer intended to result in contact between the moving police vehicle and the pursued vehicle.
- S. Violator is any person who a law enforcement officer reasonably believes:
 - 1. Has committed a crime of the first or second degree or a crime listed in subsection III.A.2 of this policy, or
 - 2. Poses an immediate threat to the safety of the public or other police officers.

II. DECIDING WHETHER TO PURSUE

- A. A police officer has the statutory authority to stop any person suspected of having committed any criminal offense or traffic violation. It must be clear that while it is the officer who initiates the stop, it is the violator who initiates the pursuit. The officers' decision to pursue should always be undertaken with an awareness of the degree of risk of death or serious injury to which the law enforcement officer may subject them and/or others. The officer must weigh the need for immediate apprehension against the risk created by the pursuit.
- B. During a pursuit, including any attempt to close the distance, the standards of due care for the safety of others applies.

III. AUTHORIZATION TO PURSUE

- A. A police officer may only pursue:
 - 1. When the officer reasonably believes that the violator has committed an offense of the first or second degree; or
 - 2. Has committed any crime/offense listed below:
 - a. Death by auto 2C: 11-5;
 - b. Aggravated assault 2C: 12-1b;
 - c. Criminal restraint 2C: 13-2;

- d. Aggravated criminal sexual contact 2C: 14-3a;
 - e. Arson 2C: 17-1b;
 - f. Burglary 2C: 18-2;
 - g. Vehicle theft 2C: 20-2;
 - h. Theft by extortion 2C: 20-5;
 - i. Escape 2C: 29-5;
 - j. Manufacturing, Distributing or Dispensing CDS 2C: 35-5b; or
3. When a police officer reasonably believes that the violator poses an immediate threat to the safety of the public or other police officers.
- a. Eluding the police where the actor creates a risk of death or injury to another generally constitutes a 2nd degree crime, but the fact that an actor is eluding the police does not provide officers with the automatic authority to pursue. Therefore, a pursuit based solely on a 2nd degree eluding, without any other authorizing criteria, should not be undertaken.
 - b. Pursuit for motor vehicle offenses is not authorized under the above criteria unless the violator's vehicle is being operated so as to pose an immediate threat to the safety of another person.
- B. Just because one of the authorization requirements is satisfied, a pursuit should not be automatically undertaken. Officers and supervisors must still consider the following factors:
- 1. Likelihood of successful apprehension.
 - 2. Whether the identity of the violator is known to where later apprehension is possible.
 - 3. Degree of risk created by the pursuit in relation to:
 - a. Volume, type, speed and direction of vehicular traffic; or
 - b. Nature of the area: residential, commercial, school zone, open highway, etc.; or
 - c. Population density and volume of pedestrian traffic; or
 - d. Environmental factors such as weather and darkness; or
 - e. Road conditions: construction, poor repair, extreme curves, snow, ice, etc.
 - 4. Police officer characteristics relative to:
 - a. Driving Skills;

- b. Familiarity with roads;
- c. Condition of the police vehicle.

IV. TERMINATING THE PURSUIT

- A. Pursuing officers shall terminate the pursuit when:
 - 1. Instructed to do so by a supervisor; or
 - 2. The officer believes that the danger to the pursuing officer or general public outweighs the necessity for immediate apprehension of the violator; or
 - 3. The violator's identity has been, or can be, established to the point where later apprehension may be accomplished, and where there is no serious immediate threat to the safety of the public or other police officers; or
 - 4. The pursued vehicle's location is no longer known or the distance between the pursuing vehicles and the violator's vehicle becomes so great that further pursuit is futile; or
 - 5. There is any person injured during the pursuit requiring medical care and there are no police or medical personnel able to render immediate assistance; or
 - 6. There is a clear, present and unreasonable danger to the police officer or the public. ***(A clear, present and unreasonable danger exists when the pursuit requires that the vehicle be driven at excessive speeds, against the flow of traffic for a sustained period, or in a manner that exceeds the performance capabilities of the pursuing vehicle or the capabilities of the police officers involved in the pursuit.)***
 - 7. Advised of any unanticipated condition, event or circumstance that substantially increases the risk to public safety inherent in the pursuit, or
 - 8. Pursuing officers lose the ability to communicate with headquarters.

V. ROLE OF THE PURSUING OFFICER(S)

- A. The decision to participate in and/or continue a pursuit requires weighing the need to immediately apprehend the violator against the degree of risk to which the officer and others are exposed as a result of the pursuit.
- B. To diminish the likelihood of a pursuit, police officers intending to stop a vehicle for any violation of the law shall, when possible and without creating a substantial threat to the public safety, close the distance between the two vehicles prior to activating the emergency lights and audible device.
- C. Officers shall recognize that while attempting to close the distance and prior to the initiation of a the pursuit and the activation of emergency lighting/audible equipment, they are subject to all motor vehicle laws governing the right of way (e.g. N.J.S.A. 39:4-91 and 92).

- D. Upon commencement of a pursuit and regardless of the time of day, the pursuing officer shall immediately activate headlights, emergency lights, and siren.
- E. Pursuing officers shall maintain a safe distance from the violator's vehicle in order to have adequate time to facilitate evasive maneuvers and reduce the potential of a rear end collision that could possibly disable the police vehicle or deploy its air bag.
- F. Once the pursuit has begun, the primary unit must notify communications, identify themselves, and provide as much of the following information as is known:
 - 1. Reason for the pursuit; **and**
 - 2. Direction of travel, designation and location of roadway; **and**
 - 3. Identification of the violator's vehicle; **and**
 - 4. Year, make, model, color, registration and other identifying characteristics of the violator's vehicle; **and**
 - 5. Number and description of occupants; **and**
 - 6. The speed of the violator's vehicle; **and**
 - 7. Other information that may be helpful in resolving or terminating the pursuit. Examples include road conditions, traffic density, weather conditions, etc.
- G. The primary unit is responsible for the immediate radio transmission at the initiation of the pursuit and for the determination of their pursuit actions and the decision to abandon or terminate the pursuit until relieved of this responsibility by a supervisor.
- H. The secondary unit shall report by radio as soon as possible that it has joined the pursuit.
 - 1. Generally, additional units are prohibited from joining the pursuit without the expressed permission of a supervisor, but these units shall remain alert to the progress and location of the pursuit.
 - 2. Secondary units must exercise maximum radio discipline and refrain from making unnecessary transmissions.
 - 3. Any decision to permit additional units to participate in a pursuit should be based upon the number of persons in the pursued vehicle, the crime for which the vehicle is wanted, or whether the actor(s) are armed or considered dangerous.
- I. In the event that the primary unit is unable to proceed with the pursuit or provide radio communications, the secondary unit may assume the role of primary unit and request that another secondary unit is assigned to the pursuit.
- J. Depending on the nature and the magnitude of the pursuit, it may be desirable for the secondary unit(s) in the pursuit to control any radio communications. This would permit the primary unit to concentrate on the task of pursuit driving.

- K. Losing sight of the fleeing vehicle is cause for terminating the pursuit. A re-broadcast of the pursuit information to Montclair police units and surrounding law enforcement agencies and the coordination of other search efforts shall normally be the responsibility of communications.
- L. If it becomes necessary for pursuit officer(s) to leave their patrol vehicles to continue the pursuit on foot, they shall:
 - 1. Immediately notify communications of their location and announce that a foot pursuit has commenced, including the general direction of flight;
 - 2. Consider taking a flashlight, even during daylight hours;
 - 3. Turn off the patrol unit, remove the keys and, if possible, lock the car.
 - 4. Keep communications current on their status and location during the dismounted pursuit;
 - 5. Be wary of the possibility that you may be lured into a trap or ambush;
 - 6. Approach all darkened areas and blind corners with utmost caution;
 - 7. If radio contact is lost or the portable radio unit becomes disabled, return to your police vehicle.
- M. Seat belts must be utilized at all times while operating a police vehicle and are especially critical when the vehicle is engaged in a pursuit.

VI. VEHICULAR PURSUIT RESTRICTIONS

- A. Unmarked police vehicles and motorcycles shall not participate in a motor vehicle pursuit unless equipped with emergency lights and an audible device other than the standard horn. The unmarked vehicle and/or motorcycle shall immediately relinquish primary unit status upon participation of a marked patrol vehicle.
- B. Due to its high rollover potential, non-pursuit rated SUV type vehicles may participate in a pursuit, but shall exercise extreme care when cornering or when reacting to the pursued vehicle's evasive maneuvers. Non-pursuit rated SUV's shall immediately relinquish primary unit status upon participation of a marked patrol automobile.
- C. No pursuit shall be conducted:
 - 1. In a direction opposite to the flow of traffic on a divided highway.
 - 2. When an individual is present in the police vehicle that is not a law enforcement officer.
- D. No more than two police vehicles shall be actively involved in a pursuit unless otherwise specifically directed by a supervisor.
- E. Throughout the course of a vehicular pursuit, pursuing officers shall not attempt to overtake or pass the violator's moving vehicle.

- F. Upon approaching an intersection controlled by traffic signals or signs, or at any other location where there may be a substantial increased likelihood of a collision, the operator of any pursuing vehicle shall, prior to entering the intersection, reduce their speed and control the vehicle so as to avoid collision with another vehicle, pedestrian or fixed object. Officers shall observe that the way is clear before cautiously proceeding through the intersection.
- G. Officers involved in a pursuit shall not engage in vehicle paralleling.
- H. There shall be no street paralleling along the route unless the pursuit passes through a patrol's assigned area. A patrol unit that is parallel street following shall not join or interfere with a pursuit and shall stop all pursuit related activity at the boundary of its assigned area.
- I. Officers involved in a pursuit shall not fire any weapon from or at a moving vehicle, nor engage in any vehicle contact action except as a last resort to prevent imminent death or serious bodily injury to any person where deadly force would otherwise be justified.
- J. Under no circumstances shall officers commandeer a civilian vehicle to engage in or continue a pursuit.

VII. FORCIBLE STOPPING AND ROADBLOCKS

- A. Boxing in and/or heading off a violator's moving vehicle are permitted only under extraordinary circumstances. These tactics substantially increase the risk inherent in the pursuit and shall only be employed:
 - 1. At low speeds; and
 - 2. With the approval of a supervisor; or
 - 3. In response to an imminent serious threat to the safety of the public or a police officer.
- B. Prior to boxing in and/or heading off a pursued vehicle, the officer wishing to initiate such action shall notify all other units involved in the pursuit.
- C. Involved officers shall maneuver their vehicles in such a manner as to minimize vehicle contact action and danger to other vehicles or pedestrians.
- D. Roadblocks may only be employed as a last resort in circumstances where deadly force would otherwise be justified and there is definite knowledge that a person or persons in the fleeing vehicle is or are suspected of being wanted for a first or second degree crime and:
 - 1. The roadblock will likely result in the apprehension of a suspect who poses an immediate risk to life and property; and
 - 2. A less obtrusive means is not feasible or appropriate; and
 - 3. Upon supervisor approval
- E. At no time will a roadblock be established until all pursuing law enforcement vehicles are made aware of the roadblock, its location, and have acknowledged this

awareness. Once a roadblock has been established and a vehicle or barricade has been positioned in the roadway, the following must apply:

1. The safety of others must remain a paramount consideration.
 2. Not on curves, nor bridges
 3. Police vehicles shall have the emergency lights activated
 4. There must be adequate distance to see the roadblock.
 5. There must be an avenue of escape.
 6. There must be no one in or near the blocking vehicle(s).
- F. When deploying a roadblock, the supervisor shall ensure that EMS and the fire department are notified as soon as practicable. If feasible, have them stage off road nearby to render assistance when the scene is deemed secure. When practicable, further considerations include, but are not limited to:
1. Detour routine traffic and pedestrians from the area;
 2. Avoid standing between the roadblock vehicles and any fixed objects;
 3. Avoid standing in any other officers' line of fire.
- G. Authorized Tire Deflation Devices:
1. Authorized tire deflation devices shall be secured in the trunks of police vehicles ready for immediate deployment. In the event of deployment, the device shall be secured and notification made by the deploying officer to support services via memorandum or e-mail advising of the deployment and location of the device. Support service will be responsible for the replacement of any deployed devices.
 2. The device may be utilized, only after supervisory approval, to stop a motor vehicle that is actively fleeing police officers during a motor vehicle pursuit.
 - a. The device shall not be used to stop motorcycles, mopeds, quads, ATVs, or similar vehicles.
 - b. The device shall not be used in locations where specific geographic features (e.g., sharp curves, alongside of rivers, steep embankments, etc.) increase the risk of serious injury to the officer, violator or public.
 - c. Deployment locations should have reasonably good sight distances to enable the officer to observe the pursuit and other traffic as it approaches.
 - d. The officer deploying the device should not attempt to overtake and pass a high-speed pursuit in order to position the device.
 - e. The deploying officer shall make every effort to remove his/her police vehicle from the roadway prior to deployment. Under no

circumstance shall the police vehicle be placed in a position in the opposite lane of traffic of the pursued vehicle.

- f. The deploying officer shall make it known via radio to all pursuing vehicles the location of the deflating device, including the lane of traffic the device occupies
3. Before any authorized deflation device is deployed, the supervisor must assess the inherent risks to officers, uninvolved motorists and the person(s) being pursued, before authorizing deployment. Emphasis on citizen safety shall be given precedence over all other considerations.
4. Communications shall notify all units of the location of the device.
5. The officer operating the device shall take a position of safety as the pursued vehicle approaches.
 - a. The officer shall activate the device immediately before the pursued vehicle arrives at the point where it would impact the device.
 - b. The officer shall deactivate the device immediately after the pursued vehicle goes over the authorized tire deflation device and remove it from the roadway as soon as practicable.
 - c. The officer should immediately notify communications if the pursued vehicle impacted the device, if the officer observed any signs of deflation, and the direction and operation of the pursued vehicle after impact.
6. The authorizing supervisor shall:
 - a. Coordinate the efforts of all law enforcement units involved in the pursuit;
 - b. Authorize the use of the device in accordance with this policy;
 - c. Ensure that communications notifies all officers involved in the pursuit (including officers from other jurisdictions) of the location where the device will be deployed.
7. Any deployed authorized tire deflation device that results in bodily injury shall be secured, collected, and processed as evidence.
- H. Upon coming to a halt, officers should handle the stop as a high-risk stop; officers should not stand in front of or behind the suspect vehicle. Further, officers should:
 1. Avoid standing between the stopped vehicle and any fixed objects;
 2. Avoid standing in any other officers line of fire;
- I. Supervisors are responsible for minimizing hazards to police and other emergency personnel in any forcible stopping or roadblock scenario in addition to ensuring the safety of citizens to the extent possible.

VIII. ADDITIONAL RESPONSIBILITIES

- A. Authorizing supervisor:
1. Upon being notified or becoming aware of a vehicular pursuit, the duty patrol supervisor shall decide as quickly as possible whether or not the pursuit should continue.
 2. The patrol supervisor shall permit a pursuit to continue only if:
 - a. There is reasonable belief that the violator has committed a crime of the first or second degree, or a crime/offense listed in § III.A.2 of this policy; or
 - b. There is reasonable belief that the violator poses an immediate serious threat to the safety of any person.
 3. The patrol supervisor shall order a pursuit terminated at any time he/she concludes:
 - a. That the danger to the pursuing officers or the public outweighs the necessity for the immediate apprehension of the violator.
 - b. The actor's identity is established to the point where later apprehension may be accomplished, **and** there is no immediate continuing threat to public safety.
 - c. That a pursuit is of a protracted duration, recognizing the overall population density and volume of vehicular traffic and the increased risk attached to prolonged vehicular pursuits, unless the supervisor determines that a furtherance of the pursuit is justified to respond to an immediate continuing threat to the public safety. No precise formula can be used to determine when a pursuit has become of a protracted duration. This decision must be left to the common sense and sound judgment of the supervisor considering all of the attendant circumstances.
 4. All pursuing units are required to acknowledge that they have received the order to terminate the pursuit. Continuing a pursuit after acknowledging an order of termination is considered a gross deviation from this policy.
 5. Supervisors are responsible for ensuring that all officers adhere to this policy at all times. Additionally, supervisors shall ensure that communications personnel:
 - a. Verify that the registration number of the vehicle being pursued, when provided, is immediately checked through NCIC for any wants or holds.
 - b. Contact the jurisdiction where the vehicle is registered to determine if the vehicle had recently been reported stolen or has any wants or holds.

B. Communications personnel:

1. Upon notification that a pursuit is in progress, communications personnel shall immediately advise the patrol supervisor of essential information regarding the pursuit if the patrol supervisor has not already been otherwise notified.
2. Communications personnel will keep the patrol supervisor updated on the duration and progress of the pursuit.
3. All radio channels (talk groups) shall remain open for pursuit related transmissions and all necessary information shall be made available to officers involved in the pursuit.
4. Communications personnel shall carry out the following activities and responsibilities during the pursuit:
 - a. Receive and record all incoming information on the pursuit and the pursued vehicle;
 - b. Control all radio communications and clear the radio channels of all non-emergency calls;
 - c. Obtain criminal record and vehicle checks of the pursued vehicle and any suspects;
 - d. Coordinate and dispatch backup assistance and air support units under the direction of the patrol supervisor;
 - e. Notify neighboring jurisdictions, where practicable, when pursuit may extend into their locality;
 - f. Ensure that the necessary data entries are made;
 - g. Acknowledge all radio transmissions from all police units;
 - h. Rebroadcast pertinent radio transmissions to police units, if necessary;
 - i. Perform other duties as directed or required.

C. Other police units:

1. Police units not participating in the pursuit shall:
 - a. Maintain radio discipline at all times, keeping their transmissions to the barest minimum;
 - b. Not involve themselves in the pursuit, but remain reasonably close to the pursuit route to be in a position to render assistance when necessary;

IX. REINSTATING PURSUITS

- A. Reinstating a previously terminated pursuit shall only be undertaken consistent with the authorization criteria for originally initiating a pursuit.

X. INTER/INTRA JURISDICTIONAL PURSUITS

- A. Communications personnel shall provide timely notification of a pursuit to any other jurisdiction into which the pursuit enters or may soon enter. Communications personnel will normally make the determination based upon the information provided by the pursuing units or a supervisor.
- B. At a minimum, a description of the violator's vehicle, number of units involved in the pursuit, location and direction of the pursuit and the reason for the pursuit must be provided.
- C. ***Notifying the other jurisdiction that a pursuit is in progress is not a request for it to join the pursuit.*** A request for assistance from that other agency must be specifically made. Whenever the pursuing officers are unfamiliar with the roadways and terrain of the other jurisdiction into which the pursuit has entered, the pursuing officers must be prepared to seek the assistance of and be prepared to relinquish the pursuit to the other agency.
- D. Upon approaching or crossing any jurisdictional boundaries, the primary unit shall notify communications, who will immediately notify each jurisdiction the pursuit enters or may enter.
- E. A supervisor shall maintain control of any pursuing units following entry into another jurisdiction and shall not relinquish control of Montclair PD units to the other agency.
- F. Supervisors should be aware that other jurisdictions might have a stricter pursuit policy and backup support may not be authorized by them
- G. Being notified by another agency that a pursuit is entering Montclair is not a request to join the pursuit. Communications shall broadcast this information to patrol units. The patrol supervisor shall direct patrol units to position close by the pursuit route in order to be quickly available to render assistance, when needed.
- H. The outside agency may opt to relinquish control of the pursuit to members of this agency. The patrol supervisor shall determine if the pursuit falls within the parameters set forth in this policy and order a continuation of the pursuit or a termination of the pursuit.
- I. Assisting another agency in a foot pursuit following any crash or abandonment by the violator(s) is authorized at the discretion of the patrol supervisor.
- J. Pursuits into other states require the expressed permission of a supervisor.

XI. REPORTING REQUIREMENTS

- A. All officers who operate agency vehicles in vehicular pursuit, forcible stopping, tire deflation device deployments, or roadblock situations are required to file a *Pursuit Incident Report*. These reports are required in all cases when a pursuit takes place, regardless of the duration or whether it results in an apprehension or not. The report form is self-explanatory and is mandated by the Attorney General.

- B. After deployment of an authorized tire deflation device, the officer shall include the following information in the narrative of the *Pursuit Incident Report*:
1. Date, time and location of deployment;
 2. Officer who deployed the authorized tire deflation device;
 3. Results of the use of authorized tire deflation device:
 - a. On the pursued vehicle;
 - b. On other vehicles, property or people; and
 - c. On the authorized tire deflation device itself.
 4. Name of the supervisor who authorized the deployment of the authorized tire deflation device
- C. Additionally, in all cases, a standard Montclair Police Department *Incident Report* is also required.
- D. The patrol supervisor shall ensure that these reports are completed prior to the pursuing officer(s) reporting off duty. The patrol supervisor's approval is necessary to authorize any delay.
- E. The Office of Professional Standards shall prepare the monthly and annual *Vehicular Pursuit Summary Reports* for submission to the Essex County Prosecutor. Unless otherwise authorized by the Chief of Police, the annual summary is due by March 15th of the prevailing year. The annual analysis is a structured process for dissecting pursuit events into its basic parts to identify any patterns or trends that could be predictive or could indicate program effectiveness, training needs, equipment upgrade needs, and/or policy modification needs. These *Vehicular Pursuit Summary Reports* and analyses shall minimally contain the following information:
1. Total number of pursuits;
 2. Number of pursuits resulting in collision, injury, death and arrest;
 3. The number and type of vehicles involved in collisions (police, violator, third party);
 4. A description of individuals injured or killed (police, violator, third party);
 5. The number of violators involved and arrested in pursuit incidents, including passengers.
 6. Number of pursuits in which an authorized tire deflation device was used.

XII. PURSUIT REVIEW

- A. All pursuits, forcible stopping, tire deflation device incidents, and roadblock incidents shall be subjected to a documented administrative command review. The shift commander (or bureau commander in non-patrol pursuits) shall normally conduct the documented administrative command review. The administrative command

review shall involve a review of all documents, available evidence and an interview of any available persons who may have information regarding the incident. The incident and results of the administrative command review shall be entered into Blue Team.

- B. The purpose of the administrative command review is to determine if the actions taken during the pursuit comply with statutory law, current criminal procedure, Attorney General's guidelines, Prosecutor's guidelines and this policy regardless of the outcome. Further purposes are to identify equipment needs, training needs, determine if modifications to this policy are necessary, or to recommend disciplinary action.
- F. If a ranking officer (sergeant, lieutenant, captain) is involved in the pursuit, the next highest-ranking officer in that chain of command shall conduct the administrative review. If the Chief of Police is involved in the pursuit, the Office of Professional Standards supervisor shall conduct the administrative review or may refer the matter to the Essex County Prosecutor's Office.
- C. The Chief of Police may cause further review of the incident.
- D. If an agency vehicle collides with another vehicle or any other object during the course of a pursuit, the Office of Professional Standards shall conduct or oversee an investigation.
 - 1. The Office of Professional Standards may utilize crash investigation and/or reconstruction personnel to assist with the technical aspects of the investigation, as warranted.
 - 2. The investigation shall determine whether the collision could have been prevented.
 - 3. A copy of the investigation shall be forwarded to the Chief of Police.
 - 4. In every case where the collision could have been prevented, the investigation shall set forth the actions taken by the agency to address the cause or causes of the collision including, but not limited to:
 - a. Revision of agency policies;
 - b. Remedial training;
 - c. Equipment needs;
 - d. Discipline.

XIII. TRAINING

- A. Training in the application of this policy shall be conducted semiannually and may be delivered electronically.
- B. At a minimum, pursuit training shall consist of the following:
 - 1. A review of applicable statutes;

2. A familiarization with Attorney General and Prosecutor guidelines;
 3. Forcible stopping options;
 4. A review of this policy;
 5. Decision making skills (if available).
- C. Training with this department's tire deflation devices must include actual hands on practice with the device.
- D. All police personnel, prior to operating any police vehicles on patrol or participating in any forcible stopping or roadblocks, must be provided with this mandatory training.
- E. The Office of Professional Standards supervisor or his/her designee shall file an annual training report with the Essex County Prosecutor to confirm that the in-service vehicular pursuit policy training was received by all police officers.